

HONGKONG
WEEKLY.
ILLUSTRATED

The China Mail.

ESTABLISHED 1846

Don't Forget
TO ORDER THE
OVERLAND
CHINA MAIL.
BEFORE GOING HOME!

No. 18,861.

號一十月九年七零百九千一英

HONGKONG, WEDNESDAY, SEPTEMBER 11, 1907.

日四初月八年七

PRICE, \$3.00 For Each.

Intimations.

THORNE'S
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

Hongkong, May 1, 1907. 798

TAI KWONG CO.,
109, Des Vœux Road Central.

GASOLINE LAMPS
and
WELSCH MANTLES.
Hongkong, June 14, 1907. 1017

**A GRAND PROMENADE
CONCERT**

will be held on the
VOLUNTARY PARADE GROUND,
on
SATURDAY, the 14th SEPTEMBER,
at 9.15 P.M.

Tickets, \$2 and \$1, can be obtained at
Messrs KELLY & WALES and at VOLUNTARY
HEAD QUARTERS.
Hongkong, September 4, 1907. 1433

VICTORIA RECREATION CLUB.
ANNUAL AQUATIC SPORTS.

THE ANNUAL AQUATIC SPORTS
of the VICTORIA RECREATION CLUB
will be held on SEPTEMBER 19, 20 and 21.
Members are reminded that entries close
with the Honorary Secretary on September
12.

Entry forms can be obtained from the
Steward of the Club.
FRANK LAMBERT,
Hon. Secretary.
Hongkong, September 10, 1907. 1470

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

THE ORDINARY GENERAL MEETING
of SHAREHOLDERS in the
above Company will be held at the
Company's Office, on SATURDAY, the 28th
September, at Noon, for the purpose of
receiving the Report of the General Managers,
together with a Statement of Accounts
to 31st June, 1907.

The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to
the 28th September, both days inclusive.
DOUGLAS, LAMBERT & CO.,
General Managers.
Hongkong, September 9, 1907. 1469

CHINA EXPRESS CO.,
3, DUDDELL STREET.

**SHIPPING, FORWARDING AND
INSURANCE AGENTS**

PACKING & WHAREHOUSING.
PARCELS and Cases of any size, shape,
or weight sent to all parts of the
world. Duty and all other charges can be
prepaid, if desired, so that they are delivered
absolutely free.
Hongkong, July 1, 1907. 1049

CAMPBELL, MOORE & CO., LD.

Hair Dressers, Wig Makers
and Perfumers.

ELECTRIC MASSAGE
(FACE OR SCALP)

at the Shop, or elsewhere by special
arrangement.
Hongkong, September 2, 1907. 1415

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS
STORE.**

**Photographic Goods of Every
Description in Stock.**

Developing and Printing UNDERWAY.
Hongkong, August 1, 1907. 1259

S. GREENFIELD
Successor to

HARRIS-KENNEY CO.,
MANUFACTURERS OF HIGH GRADE RATTAN
AND LEATHER FURNITURE.
PEDDER STREET, opposite Main
Entrance to Hongkong Hotel.
A 10 per cent discount will be allowed to
all local residents.
Hongkong, July 31, 1907. 1242

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,383 tons, Captain S. Bell Smith.
S.S. POWAN, 2,388 tons, Captain H. I. Black.
S.S. FATSAN, 2,320 tons, Captain C. Lloyd.
S.S. KINSHAN, 1,936 tons, Captain B. Branch.
S.S. HEUNGSHAN, 1,938 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.30 a.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

S.S. SULAN, 1,651 tons, Captain W. A. Valentini.
S.S. SUI-TAI, 1,651 tons, Captain G. P. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf On Sundays Special Cheap Excursions,
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.
The S.S. SUI AN and SUI TAI will not run on SUNDAY next.

Canton-Macao Line.

S.S. LUNGSEAN, 219 tons, Captain W. Reynolds.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

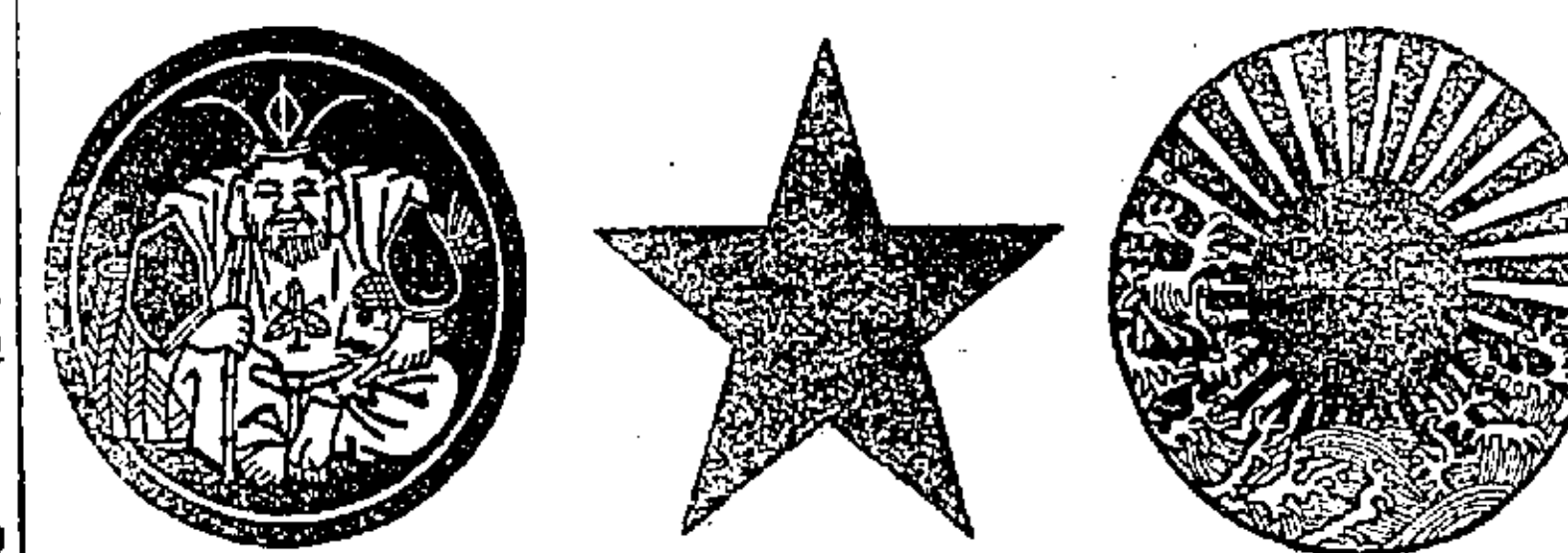
JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAINAM, 533 tons, Captain J. Willor.
S.S. NANNING, 569 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG CANTON & MACAO STEAMBOAT CO., LD.
HOTEL MANAGER, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

JAPANESE BEER



'YEBISU' 'SAPPORO' 'ASAHI'

AND A NEW BRAND OF SPECIAL LIGHT BEER

'PEACE'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907. 1399

TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

CONNAUGHT HOTEL

MONTHLY RATES.

Hongkong, September 2, 1907. 1411

IN THE SUPREME COURT OF
HONGKONG.

In the matter of the Estate of A. J.
BOWDEN late of the French Steam-
ship "Hanoi," Chief Engineer,
deceased.

NOTICE IS HEREBY GIVEN that the
Court has, by virtue of Section 58 of
the Probates Ordinance 1897, made an
Order limiting to the 27th day of October,
1907, for sending in Claims against the
above Estate.

All Creditors are hereby required to send
their Claims to the Undersigned before the
said date.
Dated this 28th day of August, 1907.
J. H. KEMP,
Official Administrator.

1398

NOTICE.

BILLS for all Monies Due by me should
be presented to me on or before the
10th SEPTEMBER, 1907. All outstanding
accounts due to me, if not settled on or
before the 10th SEPTEMBER, 1907, will be
passed into the hands of my Solicitors,
J. W. OSBORNE.
Hongkong, July 15, 1907. 1154

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND
OFFICE:—6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

Just Received

**NEW STOCK OF
WALKOVER
BOOTS**

IN
BLACK AND BROWN

\$10.50 Per Pair.

SATISFACTION GUARANTEED WITH EVERY PAIR

LANE, CRAWFORD & CO.

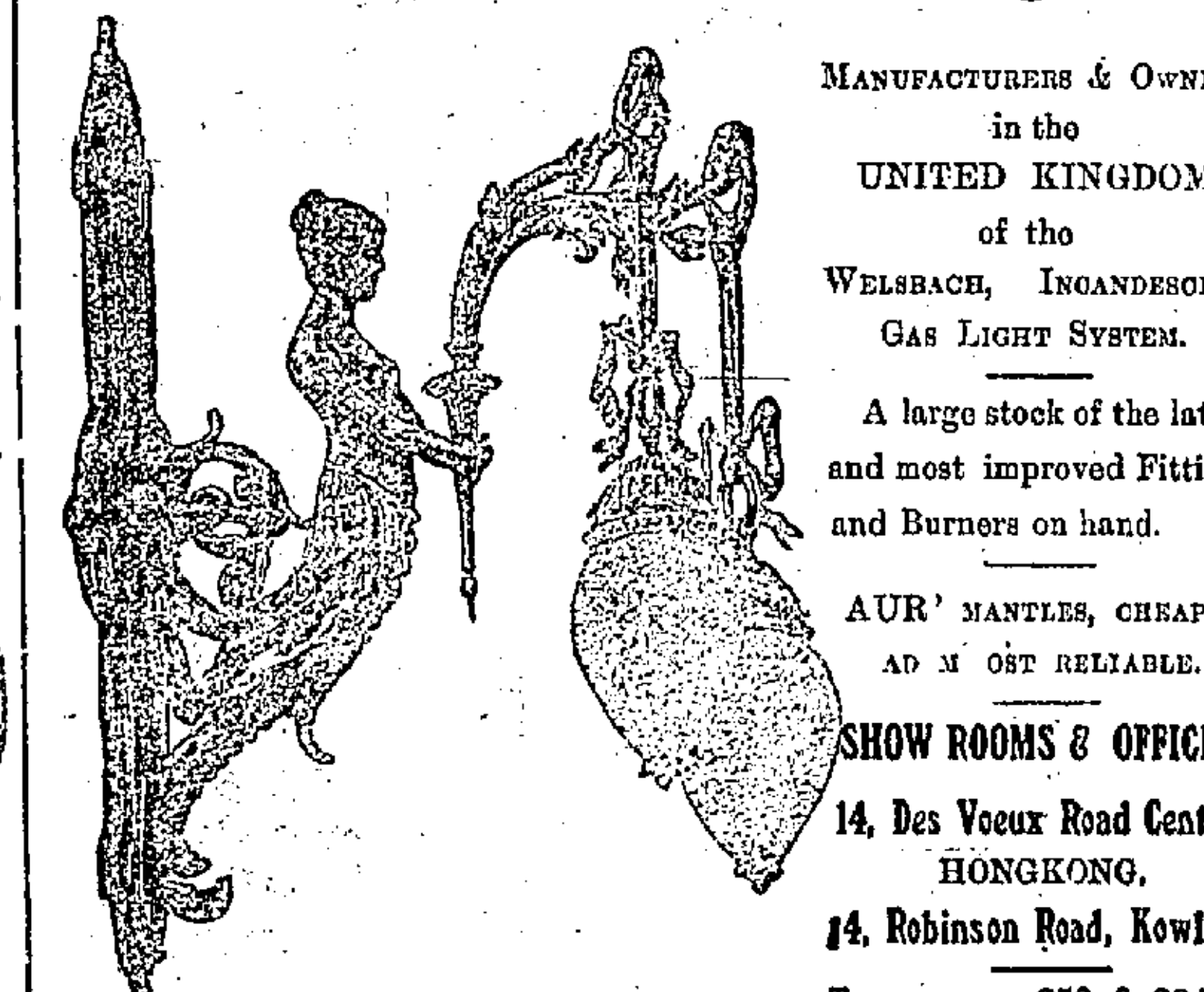
Hongkong, August 31, 1907. 3040

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas-Light Co.



Hongkong, September 3, 1907. 143

PATELL & CO.,

SHAMEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

781

SHEWAN, TOMES & CO.,

Agents

143

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, COUSINE A SPECIALITY. COMFORTS OF RESIDENTS STUDIED;

FOR RATES, APPLY TO THE MANAGER.

1411

YUEN CHEONG.

SWATOW DRAWN-WORK

MANUFACTURER.

Wholesale & Retail.

All kinds of DRAWN-THREAD-WORK,
EMBROIDERIES, Glass Cloves,
Pewee-Ware and Laces, &c., &c.

No. 38, Queen's Road Central,
Hongkong.

(LATE OF 52, WELLINGTON STREET).

Hongkong, September 4, 1907. 1476

LEE CHEE WING & CO.

27, 28 and 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.

STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.

Suitable for
Ships, Engineering and House Builders.
1223

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.

61, QUEEN'S ROAD CENTRAL.

1879

S. I. N. T. I. N. G.

Surgeon Dentist,
No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation Free

26

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory

Shewan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

STOCK TAKING SALE

on September 2nd, 1907.

EVERYTHING GREATLY REDUCED.

NEW AUTUMN SUITS

at Sale Prices.

7 and 9, PEDDER STREET.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COUSINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

1197

SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES

IN GREAT VARIETY

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

VICTORIA DISPENSARY.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

NEW STOCK.

Kodak Developing Tanks and Powders. All Sizes of Films.

Johnson & Son's Various Developers.

Hofford Self-toning Papers, etc., etc.

Hongkong, April 2, 1907. 1782

BREWER & Co., Limited.

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

Cheap Novels, 35 Cents each, 3 for \$1.00.

A Racing Rubber, by Hawley Smart.

Unmasked at Last, by Headon Hill.

The Forest Lover, by Howlett.

Into an Unknown World, by Strange.

Winter.

The Virginian, by Wister.

A Village Mystery, by Kernahan.

Truth Tellers, by Hawley Smart.

The Race of Life, by Boothby.

AND HUNDREDS OF OTHERS.

A LARGE STOCK OF THE LATEST NOVELS, COLONIAL EDITIONS, BY EVERY

ENGLISH MAIL.

ASK FOR

KUPPER'S PILSENER BEER

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS

SOLE AGENTS

Caalbeck, Macgregor & Co.,

Wine and Spirit Merchants,

15, QUEEN'S ROAD CENTRAL.

15

Banks.

THE MERCHANT BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
 SUBSCRIBED.....£1,125,000
 PAID UP.....£662,500
 RESERVE FUND.....£170,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
 at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits:—
 For 12 months.....4%
 " 6 ".....3%
 " 3 ".....2%
 EVAN ORMISTON,
 Manager.

Hongkong, May 1, 1907. 42

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL.....Yen 5,000,000
 PAID-UP CAPITAL.....Yen 3,750,000
 RESERVE FUND.....Yen 650,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES AND AGENTS:—
 Amoy. Kobe. Tainan.
 Anping. Nagasaki. Tamsui.
 Fuzhou. Osaka. Tientsin.
 Keelung. Shanghai. Yokohama.
 Swatow.

HONGKONG OFFICE:

3, DES VOGES ROAD.

Interest allowed on Current Account.
 Deposits received on terms which may be
 learnt on application.

D. TORROW,
 Manager.

Hongkong, April 6, 1907. 21

YOKOHAMA SPECIE BANK.

ESTABLISHED 1860.

CAPITAL PAID-UP.....Yen 24,000,000

RESERVE FUND.....14,550,000

BRANCHES AND AGENTS:

TOKYO. KOBE. NAGASAKI.
 LONDON. LYON. NEW YORK.
 SAN FRANCISCO. HONGKONG. CHANG-CHUN.
 TIENTSIN. PEKING. NEWQUANG.
 PORT ARTHUR. DALNY. ANTUNG.
 LLOYANG. MUKDEN. TIE-LING.

HEAD OFFICE:—YOKOHAMA.

HONGKONG—Interest allowed.

On Current Account at the rate of 2%
 per annum on the daily balance.

ON FIXED DEPOSITS:—

For 12 months.....5% per annum.

For 6 months.....4% " "

For 3 months.....3% " "

TAKAO TAKAMOTO,
 Manager.

Hongkong, April 6, 1907. 6

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL.....£1,000,000

RESERVE FUND.....£1,075,000

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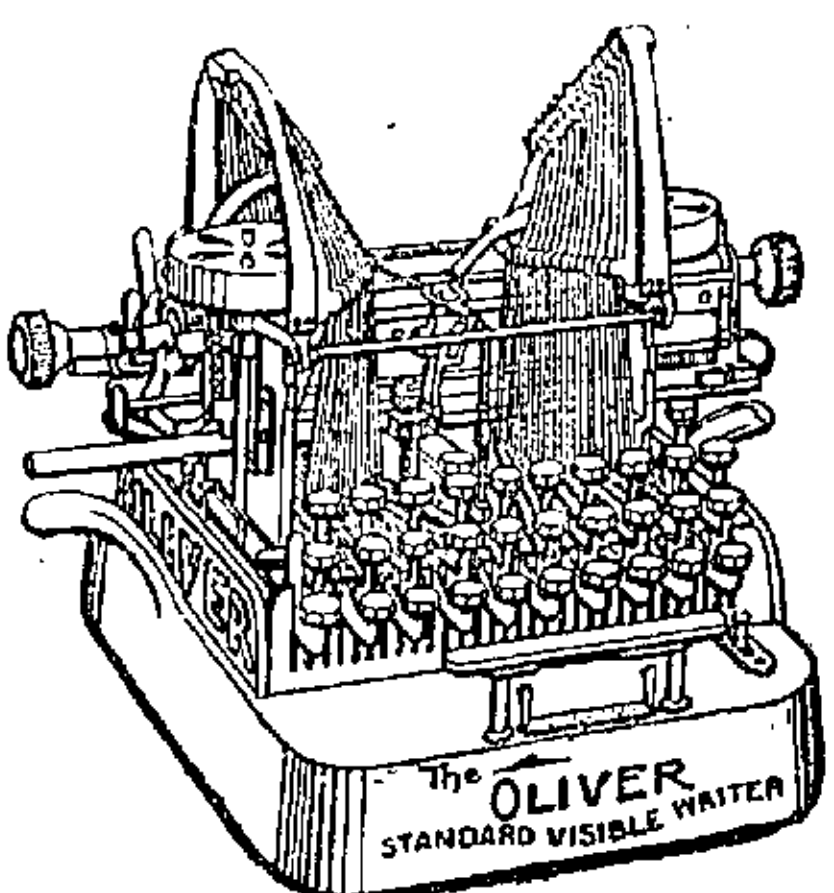
RESERVE FUND.....£1,075,000

RESERVE FUND.....£1,075,000



Hong Kong Agents for
Watson's Dundee Whisky (No. 10).
 Watkins, Ltd., Apothecaries Hall, Hong Kong.

THE OLIVER TYPEWRITER.



VISIBILITY.

SIMPLICITY.

DURABILITY.

Unrivalled for Duplicating.

Writing in Sight.

Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL Ma-

chines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907.

1005

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:—HONGKONG.

AUTHORIZED CAPITAL.....\$2,000,000

PAID-UP CAPITAL.....\$2,000,000

RESERVE FUND.....\$2,000,000

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Banks.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL, PAID-UP.....\$25,000,000

RESERVE FUND.....\$25,000,000

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RESERVE FUND.....\$25,000,000

LATE TELEGRAMS.

(N.C. DAILY NEWS SERVICE.)

MANCHURIAN RAILWAYS.

Tokyo, September 2.

The Japanese station at Kungchongtai was opened yesterday. The joint working of the Russo-Japanese railways begins on the 11th instant.

THE CHINA SQUADRON.

Tokyo, September 2.

The British torpedo-boat destroyers which have been cruising on the coast of Japan arrived at Nagasaki yesterday. The warships are expected to-day.

THE WELLMAN POLAR EXPEDITION.

New York, September 2.

Mr. Walter Wellman's attempt to reach the North Pole by airship has been delayed by contrary winds.

ATLANTIC SHIPPING WAR.

New York, September 2.

The White Star Line has now reduced its first-class passage rate to 983 (Gold).

CENTRAL AMERICAN DISPUTE.

New York, September 2.

Costa Rica and Nicaragua have accepted a pledge to refer their disputes to President Roosevelt and President Diaz of Mexico.

OPIMUM SUPPRESSION AT CANTON.

Visit to the Refuge.

Those who are responsible for the suppression of opium were encouraged a few days ago inasmuch as the French Consul and the Commissioner of Customs in Canton paid an official visit to the Home for opium smokers, and went over the building to examine the arrangements. The visit had been fixed beforehand, and therefore every preparation was made to receive the guests. What their opinion of the working of the establishment was is not recorded but there were some speeches delivered, and mutual good will between all parties expressed.

They carefully looked into the methods adopted for assisting opium smokers to break from the habit; also into the system of licensing those who are allowed to continue the habit under certain restrictions. The Chinese directors of the Home urged that the French Consul in some way inform the many Chinese who have emigrated to Annam of what is going on that they may be encouraged to give up the work, and also do everything possible to assist those who are engaged in this great undertaking.

It is certain that the Chinese gentry, who are giving of their means and their time to the philanthropic work, need every encouragement and support, and such visits will without doubt cheer them. It will be found that this fight with opium will need to be a stubborn one, but those who have undertaken it will succeed if they do not grow tired, for the very animosity against the drug that all wise Chinese now feel will make it difficult for the younger generation to dally with the pipe, and in this way the drug will be avoided by the younger race.

NOT SO BAD AT AMOY.

(From Our Correspondent.)

Amoy, September 6. In learning Latin in days of old we used to be warned of a special construction, the classical example of which was the phrase "it is all up with the army." And when considering the stagnation that has marked our trade in this port at times, one has been irresistibly reminded of this old phrase. And yet it would be quite untrue to apply it to Amoy, for after all things are not so bad as would seem, judging by the number of steamers that visit the port. It is only in comparison with "the palmy days of yore" that a pessimistic view is apt to prevail.

Within a week, we have had no less than 29 steamers in harbour, among them the P. M. S. S. Co.'s s.s. Siberia, which took away 150 tons of tea; and five coolie steamers from the Straits, the s.s. Hong Wan, Hong Bea, Gansheng, Glenough, and Cheung Cheu, all of which steamers brought and took away a large number of Chinese coolies.

The China Merchant S. N. Co. have now established a regular run of steamers between this and Shanghai, and Messrs Butterfield and Swire, not to be out of the running, have done the same. So that after waiting long years for a measure of regularity as to the traffic between here and Shanghai, we now have this desire fulfilled, giving every satisfaction, both as regards cargo and passengers, as well as for letters and papers, etc.

Perhaps these Companies have been stimulated into action owing to the example of the Japanese Company, the Osaka Shosen Kaisha, which has for a long time arranged for a service from Hongkong to Shanghai, via intervening coast ports, but as their steamers are small, and not very suitable for passengers, we in Amoy are all the better pleased to see the other Companies arranging for a more regular service.

Imports during the fortnight, August 17 to 31, show the following items: Rice, 23,675 piculs; American flour, 12,104 piculs, beans, peas, and beanmeal, 101,218 piculs, coal, 3521 tons, mats of tea, 10,590 piculs, cotton yarn, 2923 piculs, shirtings, damasks and camels, 3681 piculs, opium, 191 piculs, bechu domer, 368 piculs, among the exports are the following:—4102 piculs of sugar and sugar-candy; 950 piculs of hemp bage and sucking; 1272 piculs of paper; and 300 kittysols.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 11th at 11.55 a.m. the barometer has risen considerably over N.E. Japan, and a slight rise has taken place also over the China coast, Formosa and the Philippines.

Pressure is high over N. China and the Sea of Japan, while a low pressure trough is lying over the N. part of the China Sea. Fresh N.E. winds are expected to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong: rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches. Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N.E. winds, moderate; showers.
2.—Formosa Channel: N.E. winds, fresh.
3.—South coast of China between Hongkong and Lamook: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

TAKE THE POSTMASTER'S WORD FOR IT.

MR. F. M. Hamilton, postmaster at Chavale, Indiana, U.S.A., keeps also a stock of general merchandise and patent medicines. He says "Chamberlain's Colic, Cholera and Diarrhoea Remedy is standard here in its line. It never fails to give satisfaction and we could hardly afford to be without it." For sale by all chemists and druggists.

THE MORRISON CENTENARY.

Mass Meeting in the City Hall.

A densely packed throng greeted His Excellency Sir Frederick Lugard, Lady Lugard, Miss Brackenbury, Mr. Brackenbury, Captain Taylor, A.D.C., and the venerable Archdeacon Banister as they ascended the steps at the Theatre Royal at 7.30 last evening to open the Hongkong Commemorative meeting of the centenary of Robert Morrison, the pioneer Protestant Missionary in China.

The building was filled to its utmost extent, and the bulk of the audience was composed of Chinese Christians, amongst whom were a large number of women, girls and boys. But there was a fair sprinkling of Europeans, including the Hon. Mr. F. H. May, Mrs. May and the Hon. Mr. W. Rees Davis. Ministers of religion sat also, and Chinese delegates, a few seats further along there were three seamen, apparently from our sailing ships, behind them were a large number of young Chinese girls, while interspersed about the horse-shoe shape stage were many of our European residents. There was an air of sincerity about the assemblage which was even more apparent as the various speakers addressed the multitude—Morrison's story was well-known to them all (or to the majority of them) and they seemed to realise that the occasion was one of solemnity. The hall was entirely bare of decoration, except that in the front of the stage was a small circular table on which rose a small tower of flowers, the only gleam of colour in the place, for the Chinese dresses were for the most part unostentatious. Up in the gallery were a few soldiers in white uniforms, and behind them was a solid body of Chinese. Even the aisles were crowded and late comers, who were many, were forced to turn away or stand in the rear of the audience cut off from sight or hearing. Even the boxes, usually empty, were filled, and the gangways above the stage held their quota of the audience.

At the call of the Rev. T. Pearce the audience rose whilst a choir of Chinese girls sang (in Chinese) our National Anthem. It sounded strange, the familiar tune accompanied by Chinese voices. The Rev. Mr. F. T. Johnson led them in prayer, after which His Excellency rose to address the gathering.

"Ladies and gentlemen," he began, "we are assembled here this evening to do honour to one—a very great man—who has given his life and talents to the service of China."

Before His Excellency could proceed further Dr. Wan Tun Mo, standing by his side, translated His Excellency's remarks into Chinese.

Sir Frederick leaned across to Archdeacon Banister and whispered a few words, apparently asking that the translation be left until he had concluded his speech, for as he again turned to the sea of upturned faces, Dr. Wan Tun Mo stepped slightly back.

"Before I proceed with the few remarks which I have to offer you," continued His Excellency, "I think it will enable us to get a better sense of proportion and to view the services which Robert Morrison rendered to China in the true perspective if I glance for a moment at the earlier relations of Europe with China and ask you to remember for a moment his predecessors in this field. It is as long as 600 years ago that the first European came to the beginning of the sixteenth century, some 1,400 years ago, that the early Nestorians came to China, being driven from Europe as heretics, and they left their impress on this country through mission work. The first accurate records we have of any mission work in China date from about the beginning of the fourteenth century, and to Italy belongs the credit of having sent the first Catholic missionaries to China in the thirteenth century. These men and their successors carried on the work until about the beginning of the sixteenth century, when Robert Morrison arrived in the field. Spectacular disputes have arisen just before this period, when the orthodox Catholics, supported by the Pope, were in antagonism to the more liberal toleration of the Jesuits who were supported by the Emperor Kwangsi. The result was that a prosecution arose and the missionaries were expelled from the country. Just at this moment, when the anti-European feeling was at its height, Robert Morrison came out and landed in 1807 at Canton. So bitter was the feeling at that time that he was compelled shortly afterwards to leave Canton and to go to Macao, where he remained for some years engaged in literary studies. He did great work in producing an Anglo-Chinese dictionary, until later he was enabled to return to Canton. There among a small circle of followers he devoted himself to literary work until he died in 1834. Now, ladies and gentlemen, I began by saying we were assembled to do honour to the great pioneer and the great founder of missions. In what way is this quiet student in Canton entitled to be called a great pioneer and a great founder of missions then? In my view it was because, first of all, he was the great founder of Protestant missions. He was the man who introduced the British missionary influence into China for the first time. He was the man who laid down the lines—the broad statements—like lines—of the mission policy which was followed for many years after his death. It was his policy, for instance, at first to limit mission enterprise to the coast ports, not to precipitate entry into the far interior. Secondly, I think the claim is justified because he was

the founder of the medical missions. By the dispensary which he opened at Canton he set the example which has developed in later years so prodigiously and most beneficially, and in my opinion—and I have seen mission work in various parts of Africa and in other parts of the world—there is no higher or finer form of missionary enterprise than the medical. As a result the Medical Missions College was founded in 1835 shortly after his death. Thirdly, his claim to our gratitude rests on his great literary work. He was the author of the first great Anglo-Chinese dictionary which has formed the basis of all subsequent works since his day. He established printing presses, translated the whole of the Bible into Chinese, and various tracts. He wrote a grammar and translated many works of interest; and he wrote a book on the customs and habits of the Chinese which was the first key to the Chinese habits in Great Britain. His enterprise in this direction resulted in the founding of an Anglo-Chinese school at Malacca by a colleague, Dr. Miller, which later was transferred back to China, and after Hongkong became a British Colony one was founded here. Dr. Morrison stood on the threshold of a new era. His unostentatious work enabled others to sow where he had reaped. His great literary work enabled others who came after him to enter a door which had been closed to himself, and to build upon foundations which he had laid. I think, ladies and gentlemen, that we all stand on the threshold of a new era. During the one hundred years that have passed since Morrison arrived at Canton we have learned a great deal. We stand amazed at the antiquity of the institutions and the learning of China. We recognise the ability of her leaders, and we recognise the industry and self-control of her vast population; and we watch with increasing interest from day to day the efforts which she is making to realise her ideal. During that one hundred years, although there have been many misunderstandings I think we can claim that no nation has been so much more friendly towards China than the British. It is therefore with cordial good-will that we watch now her efforts to create for herself a position—social, moral and political—among the powers of the earth such as is due to her to put her in her proper place. In that path of progress she can always count upon British sympathy and assistance if she requires it, and where it may be given legitimately and usefully (great applause)."

The remarks of His Excellency were then translated and were applauded by the Chinese. The Canton delegates (Mr. Fung (T. Tsun) spoke in Chinese, his address being interpreted into English. The distinguished feature of Morrison's character was his love for humanity, a love which was inspired from God. To see that love with his right hand been assisted by more friendly feelings towards China than the British. It is therefore with cordial good-will that we watch now her efforts to create for herself a position—social, moral and political—among the powers of the earth such as is due to her to put her in her proper place. In that path of progress she can always count upon British sympathy and assistance if she requires it, and where it may be given legitimately and usefully (great applause)."

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The Venerable Archdeacon Banister made a lengthy address. It was singular and right that the first address should be made by a man who had been so long together, with one voice, and heart, affirm their faith, their love, and their gratitude to Morrison for his services (applause). His Excellency in referring to the earlier missionaries had rightly remarked that it was not until the nineteenth century that a Catholic mission was founded in China, and that it was not until the nineteenth century that a Protestant mission was founded in China. He endeavoured to smooth the path which connected the East with the West, a work which was even now being done by our Consul. He looked ahead in all his undertakings and the College at Malacca was an instance of his foresight. One other instance, Archdeacon Banister referred to was a statement he had read in Shanghai with reference to the expansion of the printing trade, due to the enormous demand for western books. A Chinese firm in Shanghai sold from their principal depot last year 500,000 books worth 400,000 Chinese dollars. That was a very large sum of money. That was illustrative of the demand which existed, and it must not be forgotten that Morrison was the man who brought the little taper of light into the darkness of China. Could Morrison rise from the dead what a change would he see! He would see the great city of Canton, not only did they profess to worship, but they materially assisted the cause of Christianity by contributing over \$300,000, not a small sum to collect from poor Chinese.

Dr. Pearce interpreted Mr. Au Fung Chi's address into English. The speaker referred to the enthusiasm which had been evoked by the Centenary Commemoration, an enthusiasm far beyond what had been anticipated. In Canton recently they had the spectacle of 4000 to 5000 Chinese assembling daily for three days to do honour to one man, Robert Morrison. In referring to the Yellow Peril, Mr. Au Fung Chi said it would have to be met with something white—with the white man's assurance, respect and love. When a man loves men, he himself will be loved; if he respects others, he will be respected; that was a sentiment invariably true and to settle the Yellow Peril all that was wanted was the white man's assurance, love and respect.

A vote of thanks to His Excellency, moved by Dr. Wan Tun Mo, seconded by Dr. Pearce, was enthusiastically carried, and in reply His Excellency remarked that he considered it a pleasure to preside. He expressed his admiration for the admirable interpretation given by Dr. Pearce, and Dr. Wan Tun Mo, which was proof of their remarkable memories. The management of the City Hall would be thanked by Dr. Pearce for the permission to use the building, and the singing of the doxology closed the proceedings.

ENGLAND v. AUSTRALIA.

Prospects of the Commonwealth.

Within a few months from now the International matches between England and Australia will be resumed in the Commonwealth and Australia's prospects of recovering the coveted series are better than they have been for some considerable time. Advice from the Antipodes as to the effect that the disputes, which for a long time threatened to prevent a representative team from being selected, have now been smoothed over, temporarily at least. This is good news to cricketers generally, for there is little credit attached to defeating an unrepresentative team. In this respect it will be regretted that the English Eleven is not more representative, but that is a misfortune which is due to the exigencies of business, rather than to disputes.

Messrs J. Darling, F. Ireland and P. McAlister, from South Australia, New South Wales and Victoria, respectively, have been chosen by the Board of Control in Australia to select the players for the test matches, and as each cricketing state is equally represented there seems every prospect of having a strong team selected, unless, of course, the South Australian and Victorian selectors allow their sympathies for their respective states to warp their judgment with regard to New South Walesmen. New South Wales is the cricketing state of the Commonwealth and her record of wins in the Sheffield Shield competition (inter-state) of late years bears testimony to the supremacy of New South Wales in cricket.

Of the Australian Eleven which went home in 1905 several will probably be dropped in favour of younger men. Victor Trumper, M. A. Noble, Clem. Hill, J. J. Kelly and W. W. Armstrong will probably form the nucleus of the first Australian team this year, and then the selectors will have a task in front of them. R. A. Duff has had an "off" season, only scoring 91 runs in seven innings and only taking eight wickets for an average cost of 38.50. A. J. Hopkins' bowling in first-class Australian cricket was sound (29 wickets at a cost of 21.27 runs each) and he aggregated 349 runs in six innings, an average of 59.80. A. Catter, the bowler from whom much was expected in 1905, took 37 wickets at a cost of 19.73 each and averaged 49.40 with the bat for ten innings. It would seem, therefore, that Catter has improved all round, and will probably be given another chance especially if he plays up to his form in the match New South Wales v. England in November. J. Darling may not play, although he is a selector; certain it is that if he thinks he cannot do justice to Australia he will not allow his co-selectors to put him in the team, though as a captain his experience would be invaluable. He usually has excellent luck with the toss, though, as witness the last test matches.

That veteran cricketer S. E. Gregory ("Little Tich" as he is termed by his close friends) will probably have to stand down. He has done his duty nobly in the past and has risen to the occasion times out of number. As a fieldman also Gregory is worth playing. His batting last season was sound, too, for he finished up with an average of 67.11 for eleven innings, twice out. F. Laver, the well-known Victorian, stands a chance of getting into the Eleven on his bowling; he took 49 wickets at an average cost of 13.62, but his batting was unsuccessful, averaging only 13.50. C. E. McLeod will be an absentee and D. R. A. Gohrs may also find himself omitted, as his batting last season averaged 48.33 for ten innings, and that will not be good enough. That concludes reference to those members of the 1906 team to visit England.

Now, with regard to other players whose claims for inclusion seem strong, P. McAlister (the Victorian selector) is a batsman of no mean merit; his average last year was 77.86 for 16 innings, but he is no bowler, and it is bowlers that Australia wants. E. Goss and J. Saunders are the only two Victorians who have a chance of being selected for their bowling. Goss' average was 14.44 for 56 wickets and Saunders took 38 wickets at an average cost of 17.74. Of the South Australian bowlers H. Hay, a coming player, took 40 at a cost of 15.12; J. F. Travers, 48 at 15.62 runs each; B. B. Rees, 52 at 16.13 each. The New South Wales bowlers now have to be considered. C. G. Macartney took 40 wickets at a cost of 10.87 runs each; A. J. Bowden, 56 at a cost of 13.89; G. Pitt, 47 at a cost of 15.63; and G. L. Gurnsey 42 at an average cost of 17.80. Of these Macartney is the best all-round man; his batting being even stronger than his bowling. Playing for Gordon in first-class cricket he batted nine times for 672 runs, was three times out, and averaged 112.00. Next we have Gurnsey, with nine innings, average 32.75. Both these men will have to be considered.

Trumper's batting average was 35.90; Noble's 66.63 and Kelly's 34.14. Then G. Gallagher averaged 52.28; F. Ireland (the N. S. W. selector) 54.80; and C. W. Gregory 38.40. Of the South Australian batsmen C. Hill leads the list with an average of 108 for four innings; F. J. Hock, 91 for seven innings; J. H. Pellow 53.16 for fourteen innings.

That completes most of the likely candidates and the selection afforded is a good one, though the bowling is somewhat weak, and, may not be effective against the visitors. But since the English Eleven is so much under full strength, it looks as though Australia's hopes of recovering the series will be fulfilled.

THE PRINZ SIGISMUND.

Through a Typhoon.

The Prinz Sigismund, which arrived from Japan yesterday, on her way to Australia, passed through a typhoon en route to Hongkong, but fortunately emerged without any material damage.

The vessel left Nagasaki on September 6, at four o'clock in the afternoon and within a couple of hours after leaving port indications were met with which boded ill. Rain began to fall and the wind to rise, and a falling glass warned the officers that a typhoon was approaching. By midnight a storm was raging and the wind was increasing. At 2 a.m. the vessel was in the grip of the typhoon and she was holed and remained so until 5 p.m. on the afternoon of Sept. 7, being fifteen hours stationary. Thereafter the wind and sea began to moderate and the voyage to Hongkong was continued. All on board speak well of the Sigismund's seaworthiness.

SPORTING.

Cricket.

On Saturday next the Kowloon Cricket Club will meet a team from H. M. S. Flora on the Kowloon ground. The following will represent Kowloon:—

W. Dixon, S. Lightfoot, A. E. Fowler, F. Day, C. Libbard, J. Robinson, D. Mackenzie, J. Clelland, S. Green, H. Stevens and J. H. Mead.

The Police and Civil Service clubs already have their nets up and are getting into practice for the coming season. The Hongkong Cricket Ground looks in fine condition and coolies are not likely to work upon it, preparing it for the Interport week which it is hoped will take place.

Lawn Bowls.

On Saturday afternoon next an International lawn bowls match will be played by members of the Police Club, between teams representing Ireland and Scotland and the following Saturday another Scotch team will meet the English team.

The English team have an unbroken record and this time the prizes (four spoons for the winning team, a silver cup for the winning "skip" and a silver spoon for the best player on the losing side) have been presented by the English team.

The Gymkhana.

The fifth meeting of the Hongkong Gymkhana Club will be held at the Valley, weather permitting, on Saturday, October 5, commencing at 3 o'clock—an hour earlier than last meeting.

The events are as follow:—GYMKHANA CLUB CHALLENGE CUP. District one mile and for China Ponies. Usual conditions.

ONE ROUND FLAT RACE.—For China Ponies which have run and not won at Gymkhana Meetings this season. Weight for inches as per scale. Subscription 1000. 1906-07 allowed 7 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Pootung allowed 5 lb. 1st Prize: A Cup presented. 2nd Prize: £25. (Entrance fees to go to winner). In the event of there being less than five entries 2nd Prize to be £15.

LADIES' NOMINATION RACE.—Gentlemen to start dismounted at a given point. On the word "go" mount and ride over a paper "water" jump to their Nominations who will in the meantime have been given hats to trim. Gentlemen will dismount shortly before reaching their Nominations. When hats are trimmed ladies will assist gentlemen to put them on. Gentlemen will then mount and ride home over a course which will be indicated and which will include a paper hurdle and through a screen. Hats and trimming will be provided by the Club. Time limit for hat trimming 4 minutes. Points for pace and hat trimming. Hats must be worn when racing. Winning Post and if dropped or knocked off en route must be picked up. Any competitor backing or siding his pony over or through any obstacle will be disqualified. No whips or spurs allowed. Entrance fee: 3s. First and second prizes presented by the Club. Post Entries will be accepted for this event.

FIVE FURLONGS FLAT RACE.—HANDICAP.—For all China Ponies. Entrance fee 25. 1st Prize: A Cup presented. 2nd Prize: £25. (Entrance fees to go to winner). In the event of there being less than five entries 2nd Prize to be £15.

ONE MILE AND A QUARTER FLAT RACE.—HANDICAP.—For all China Ponies. Entrance fee 25. 1st Prize: A Cup presented. 2nd Prize: £25. (Entrance fees to go to winner). In the event of there being less than five entries 2nd Prize to be £15.

ULTRA-PURUS FLAT RACE.—About 350 yards. For China Ponies. Ponies will be drawn for and will be ridden by riders drawing the corresponding numbers to those of the ponies on the Programme. Drawing will take place on the course in front of the Judges' Box immediately before the race. The owner of the first pony home to give the rider 5s. Rider of last pony to give the owner 5s. Entrance fee 5s. Prize presented. (Entrance fees to go to winner) a memento will be presented to the rider of the last pony. The "Presented Prize" will go to the Rider, the Entrance fees to the Owner of the first pony. No competitor may ride his own pony—if by chance he draws his own pony he must exchange with some other competitor. No whips or spurs allowed.

The Committee of the Gymkhana Club reserve the right to refuse the entry of any pony which they may think unsuitable for this race. Post entries will not be accepted for this event. Entries close to the Hon. Secretary, Mr. R. P. C. Master, on Saturday, the 28th September, at the Hongkong Club, at 7 p.m., after which time no entry will on any account be accepted. Post Entries will be accepted for events Nos. 3 and 5.

A most atrocious crime at Rangoon has ended in one Burman being sentenced to death and another transported for life. They murdered a man, his wife, and their unborn child, and then proceeded to perform infamous acts of cannibalism.

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AMOY.

(From Our Correspondent.) Amoy, September 6. EPIDEMIC.

So far we have escaped the cholera epidemics that have started Shanghai and Tientsin, but typhoid fever and plague are still epidemic among the Chinese in Amoy and neighbourhood, though the virulence of the first disease has lessened. A few cases occur every now and then even on the island of Kulangsu, in spite of all the precautions of the Council. I am afraid that the Chinese do not obey the strict instructions to report the presence of infectious disease, and Chinese doctors are privy to this neglect. Often, only after the patient has died and been buried, does the secret come out that the cause of death was plague. A stricter enforcement of the fines for refusing to report such cases is much needed, in the interests, not only of the rest of the Chinese upon the island, but also on behalf of the foreign residents, who become exposed to disease through the wilful folly of the Chinese. Were the Chinese to be more careful about what they eat and drink the deaths from preventable diseases would be much reduced.

SOCIAL CHANGES. The Amoy foreign community, as in most ports in China, is essentially a changing one; people are for ever on the move. This week has seen the departure for England of Mrs. F. B. Marshall, who was the recipient of a suitable gift a few days ago from her many friends in Amoy.

Mr. J. S. W. Arthur, one of the Straits cadets, who has been up here learning the Amoy dialect, left for Singapore, and he will be much missed as he was the Hon. Secretary of the Kulangsu Cricket and Lawn Tennis Club, and of the Amoy Horticultural Society. Mr. E. Stevens, who has been our general Harbour Master for so long, leaves shortly for a well-earned furlough. Mr. Armour, of the I. M. Customs, leaves this week for Shanghai with his wife and family. Among recent arrivals are to be reckoned several infants: A daughter to Mr. and Mrs. S. Hansich; a son to Mr. and Mrs. Howard; a daughter to Mr. and Mrs. Hankin.

The beginning of September sees the gradual return of those who have sought the cooler atmosphere and more refreshing breezes of the various sanitariums both high and afar. The bungalow on Taikan island has been considerably patronised these two months; Tea Bo Hill has had its five or six houses full to repletion; and every house on Kulangsu, Foochow, has been occupied. But the tide has now ebbed a while since, and another week or two, or three at most, will leave the houses empty and desolate until another hot season comes round once more.

ENTERTAINMENT. Amoy has received a visit from Mr. and Mrs. Terence Ramsdale, who gave a capital entertainment at Kulangsu, at the Amoy Club Theatre, from 9 p.m. onwards, on Wednesday, Sept. 4th. In spite of the heat, a goodly number of Amoy residents availed themselves of the opportunity of an evening's recreation, and were not slow to appreciate the talent displayed, to judge by the frequent laughter and applause.

In token of the appreciation shown on the first night, Mr. and Mrs. Ramsdale consented to repeat the dose, but with an entire change of programme.

TYPHOON SIGNALS. Seldom does a day go by but what these interesting signals are run up at the flag-staff, but so far no typhoon has been near enough to need us to put up typhoon bars, and "look out for equals." But many people would very much wish the signals to be allowed to remain up at the yard arm for a longer period, as 15 or 20 minutes is not long enough to enable everybody to see them. An hour at least would be far more satisfactory and useful.

SERIOUS MOTOR ACCIDENT.

LONDON, September 2. The Marquis d'Albino, an Spaniard, a lawyer, while motoring near Moganto, in Spain, dashed into the drawn barrier on the railway and collided with an approaching goods train.

The petrol exploded, and both motorist were killed.—Reuter.

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WATKINS' CIRCULATING LIBRARY.

LATEST NOVELS.

French Mail.

The Count's Chauffeur, by Wm. Le Queux.

The Love of His Life, by Harry Bentley.

Idols, by Wm. I. Locke.

The Life Perilous, by Carlton Dawe.

The Bachelor Girls, by Koble Howard.

Me and Myn, by S. R. Crockett.

The Strongest of all Things, by Madame Albani.

Kindred Spirits, by L. P. Meade.

The Gold Spinner, by Dick Donovan.

A Gallant of Gascony, by Philip I. Stevenson.

A Country Squire, by Geo. Manville Fenn.

The White House, by Miss M. E. Braddon.

The Enlightenment of Olivia, by L. B. Walford.

No Subscription.

No Membership Fee.

CASH BUSINESS.

NO ACCOUNTS.

Hongkong, August 10, 1907. 1311

CINEMATOGRAH PATHE

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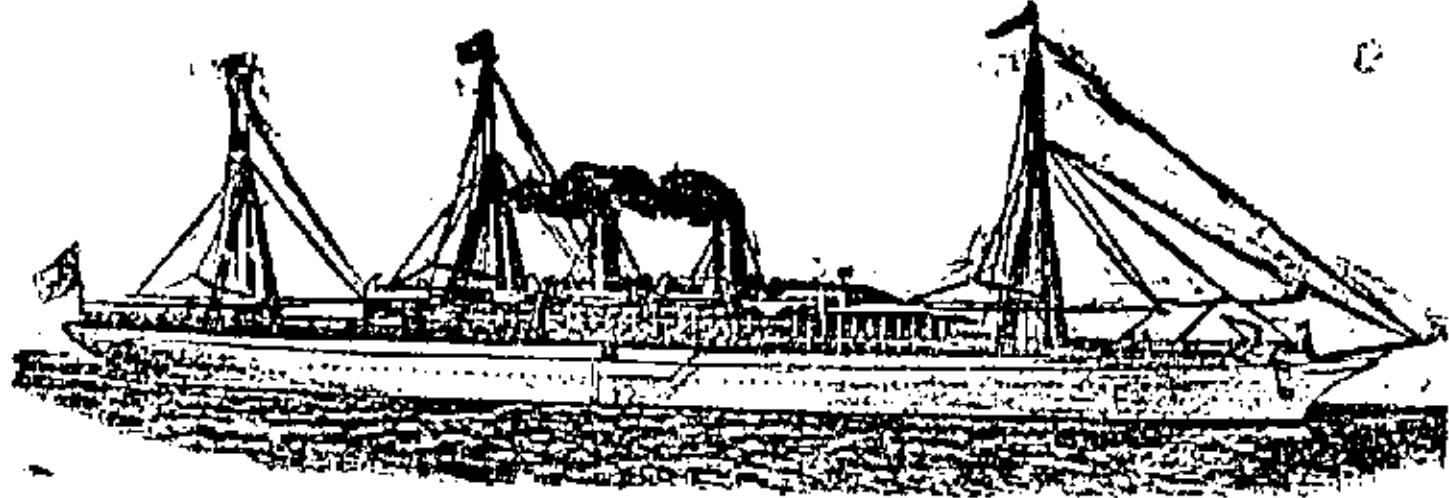
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FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON AND ANTWERP	CEYLON	Sept. 12th	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	BORNEO	Sept. 13th	Freight and Passage.
SHANGHAI	CEYLON	Sept. 20th	Freight and Passage.
LONDON, via Suez	MALTA	Sept. 21st	See Special Advertisements.

P. & O. S. N. Co.'s Office. E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.
The only line that maintains a Regular Schedule Service of 11 Days across the Pacific to the 'EMERALD LINE.' SATURDAY 5 TO 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. **EMERALD OF CHINA** 6000 Tons. LEAVE HONGKONG. ARRIVE VANCOUVER. THURSDAY, Sept. 26. 11.10. MONTEAGLE, 6183 Tons. WEDNESDAY, Nov. 6. 11.10. EMPRESS OF JAPAN, 6000 Tons. THURSDAY, Nov. 21. 11.10. EMPRESS OF INDIA, 6000 Tons. THURSDAY, Dec. 19. 11.10. EMPRESS OF VIETNAM, 6000 Tons. THURSDAY, Jan. 16, 1908. 11.10. Steamers will depart from Hongkong at 4 p.m. Intermediate Steamers at 12 Noon.

THE JAPAN MAIL STEAMSHIP COMPANY, LIMITED, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Service, and at Quebec with the Company's new passenger 'EMERALD' Steamship, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong. Intermediate Steamers at 12 Noon. First class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent. R.M.S. **MONTEAGLE** and **TARTAR** carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to **D. W. CRADDOCK**, General Traffic Agent for China. CORNER PRINCE STREET and PRATA, Opposite Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAWACHI MARU, Capt. H. Peterson, Tons 6101	WEDNESDAY, 18th Sept., at Daylight.
VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, KOBE and YOKOHAMA.	AKI MARU, Capt. M. Yagi, Tons 8444	TUESDAY, 17th Sept., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU, Capt. P. L. Harrison, Tons 3817	FRIDAY, 4th Oct., at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	RIOJUN MARU, Capt. S. G. Lapraik, Tons 4808	WEDNESDAY, 26th Sept., at Noon.
SHANGHAI AND KOBE.	TOTOMI MARU, Capt. M. Winkler, Tons 3412	SEPTEMBER 14th.
KOBE AND YOKOHAMA.	INABA MARU, Capt. Wm. Balbridge, Tons 6189	SATURDAY, 21st Sept., at Daylight.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Capt. R. Swain, Tons 6539	WEDNESDAY, 2nd Oct., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road. T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship **MINNESOTA**—28,000 TONS—BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

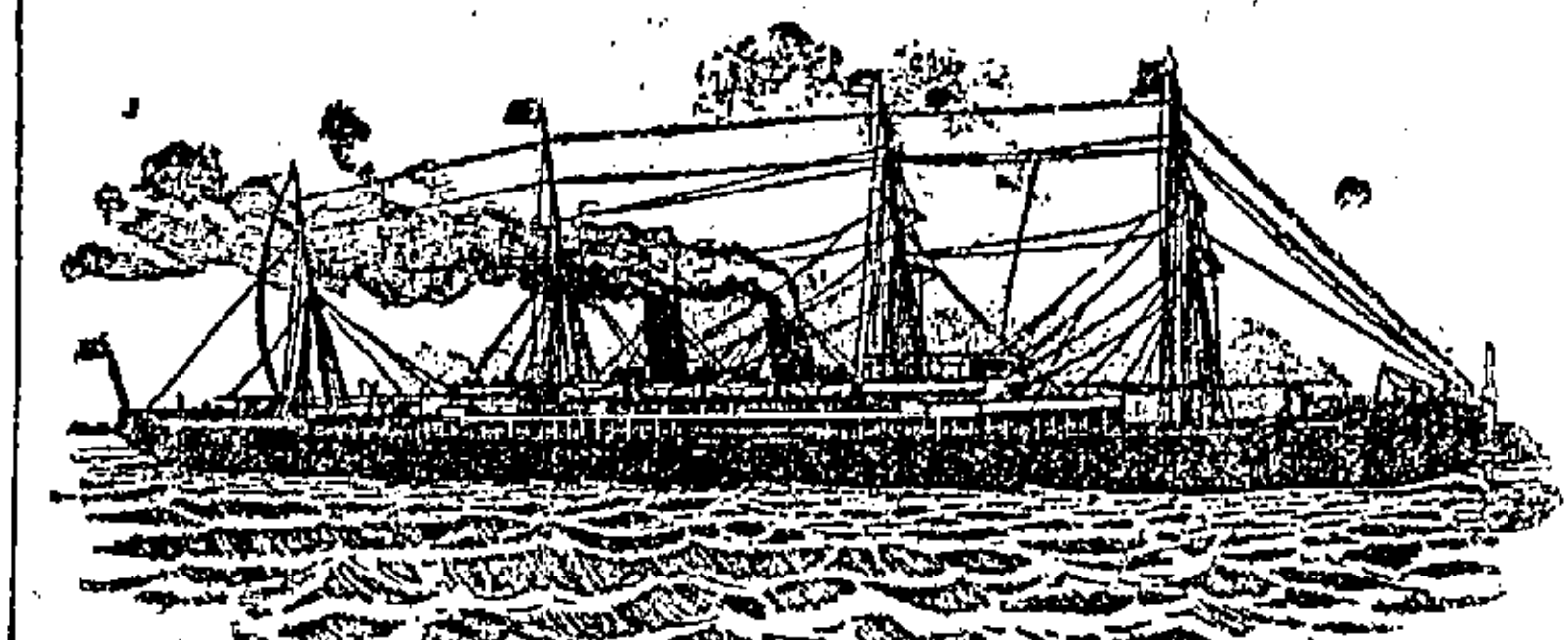
Sailing Dates Subject to Change.
'MINNESOTA' Captain C. F. AUSTIN. On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
For full information regarding freight or passage apply to **NIPPON YUSEN KAISHA, Agents.**

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.
VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
MANOHURI	27,000 Tons. SATURDAY, 14th Sept., at Noon.
NIPPON MARU	11,000 Tons. SATURDAY, 21st Sept., at Noon.
ASIA	9,500 Tons. TUESDAY, 1st Oct., at Noon.
PERSIA	9,000 Tons. FRIDAY, 11th Oct., at Noon.
HONGKONG MARU	11,000 Tons. SATURDAY, 19th Oct., at Noon.
KOREA	18,000 Tons. FRIDAY, 1st Nov., at Noon.
AMERICA MARU	11,000 Tons. SATURDAY, 9th Nov., at Noon.
SIBERIA	18,000 Tons. SATURDAY, 16th Nov., at Noon.
CHINA	10,200 Tons. SATURDAY, 23rd Nov., at Noon.

Yokohama to San Francisco, 18,000 tons. September 16-27th 1907; 10 days, 11 hours and 5 minutes.
San Francisco to Yokohama, 18,000 tons. August 16th-20th, 1907; 4 days, 19 hours.
San Francisco to Yokohama, 18,000 tons. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1907, 18 days, 13 hours.
Yokohama to San Francisco, 18,000 tons. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1907 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MANOHURI will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 14th September, 1907, at Noon, taking cargo for Japan and the United States.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.
S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MANILA, MOJI, KOBE & YOKOHAMA; FOR **PORTLAND, OREGON.**
OPERATING IN CONNECTION WITH **OREGON RAILROAD & NAVIGATION CO.**
STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.
NICOMEDIA 4370 P. WAGMANN. Sept. 15, at 5 p.m.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to **S. SILVERSTONE, Agent.**

CHINA NAVIGATION CO., LD.

STEAMSHIP TO SAIL
CEBU & ILOILO SUNDAY, Sept. 12, at 4 p.m.
HOIHOW & HAPHONG SUNDAY, Sept. 13, at 4 p.m.
SWATOW, NINGPO & SHANGHAI KUEIANG 1, Sept. 14, at 4 p.m.
SWATOW & SHANGHAI SHAOHENG 1, Sept. 17, at 4 p.m.
CHEFOO & NEWCHANG KUEIANG 1, Sept. 17, at 4 p.m.
MANILA & TIENTSIN TEAN 1, Sept. 17, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE CHANOSHA 1, Sept. 27, at 4 p.m.
YOKOHAMA AND KOBE CHINOTU 1, Oct. 10, at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table & fully qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED JALOOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila	Saturday, 14th September.
ZAFIRO	2540	A. Fraser	Manila	21st September.

For Freight or Passage, apply to **Shewan, Tomes & Co., General Managers.**

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK, via PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)
For Freight and further information, apply to **SHEWAN, TOMES & CO., General Agents.**

THE Steamship **TOURANE**, Captain LUCAS, will be despatched for MANILA on TUESDAY, the 17th September, 1907, at 1 p.m.
This Steamship connects at COLOMBO with the Australian line s.s. **Armand Behic** bound for MANILA, via BOMBAY and ADEN.
Passage Tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next Sailings will be as follows:—
S.S. AUSTRALIAN, Oct. 1, 1907.
S.S. YAMATO, Oct. 15, 1907.
S.S. YAMATO, Oct. 29, 1907.
S.S. ERNEST SIMONS, Nov. 12, 1907.
S.S. TONKIN, Nov. 26, 1907.
S.S. POLYNESIAN, Dec. 10, 1907.
J. DE CHAMPEAUX, Agent.
Hongkong, September 4, 1907. 1493

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
MANILA	LOONGSANG	FRIDAY, Sept. 13, at 4 p.m.
SINGAPORE	FAUSANG	SATURDAY, Sept. 14, at 3 p.m.
SHANGHAI	KWONGSANG	SATURDAY, Sept. 14, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE AND MOJI	KUTSANG	THURSDAY, Sept. 19, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

	Hongkong to Singapore 1st-Class Single.	Return
Penang	\$ 65	\$ 100
Calcutta	85	130
	105	250

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang, and Yangtze Ports.
For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd., General Managers.**

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL.

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE. PRINZ SIGISMUND, Capt. D. Lenz. THURSDAY, 12th Sept., at Noon.

YOKOHAMA AND KOBE. PRINZ WALDEMAR, Capt. W. v. Senden. THURSDAY, 18th October.

KUDAT AND SANDAKAN. BORNEO, Capt. F. Senbitt. About Beginning of October.

For further Particulars, apply to **Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.**

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
FOR MANILA, FRIEDRICH WILHELMSHAFFEN, SIMPSONSHAFEN, SAMARAI, BRISBANE, SYDNEY & MELBOURNE.

THE Steamship PRINZ SIGISMUND, Captain D. Lenz, (ready to load on Wednesday, the 11th instant), will leave on THURSDAY, the 12th inst., at Noon. This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light. A duly qualified Surgeon and Stewardesses are carried.
For Freight or Passage, apply to **NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.**
Hongkong, September 7, 1907. 1455

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship NERA, Captain C. Schmitt, will be despatched for the above ports on or about MONDAY, the 16th September.
G. DE CHAMPEAUX, Agent.
Hongkong, September 9, 1907. 1461

FOR DALNY.
THE Steamship KARONGA, will be despatched for the above port on or about MONDAY, the 16th inst.
For Freight, apply to **SHEWAN, TOMES & CO., Agents.**
Hongkong, September 2, 1907. 1412

MESSAGERIES MARITIMES.

STEAM FOR SAIGON, SINGAPORE, PATA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUNOUI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERREAN AND BLACK SEA PORTS.

THE Steamship **KASATO MARU**, 6100 tons, will be despatched for Oahu, Eniwetok, Japan Ports (Karatani, Kobe & Yokohama), on about or Middle of October.
KATHERINE 6000 about end of Nov.
PARK
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.
The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
H. MATSUDA, Manager, Yokohama Building, Hongkong, April 15, 1907. 521

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Co.'s Steamship PERIA, Captain CHAGLIETTO, will leave for the above places on MONDAY, the 16th inst., p.m.
For Freight or Passage, apply to **SANDER, WIELER & Co., Agents.**
Hongkong, September 9, 1907. 1457

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the Brazils, to Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)
The Company's Steamship VORWAERTS, Captain B. Bednarz, will be despatched as above on or about FRIDAY, the 20th of September.
This Steamer has splendid accommodation for passengers. Electric Light and carries a Doctor and Stewardess.
For information as to Passage & Freight, apply to **SANDER, WIELER & Co., Agents.**
Hongkong, August 30, 1907. 1404

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Karatani, Kobe and Yokohama).
With Option to Call at Mexico and other Coast Ports.
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Hongkong, August 30, 1907. 1404

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H. MATSUDA, Manager, Yokohama Building, Hongkong, April 15, 1907. 521

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.
THE Company's Steamship HAITAN, Captain J. S. Roach, will be despatched for the above Ports on FRIDAY, the 13th inst., at 1 p.m.
For Freight or Passage, apply to **DOUGLAS, LARPAK & Co., General Managers.**
Hongkong, September 10, 1907. 1408

THE Steamship MALTA, Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this Port on SATURDAY, the 21st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship *Megachia* 9500 tons, from Colombo. Passengers' accommodation in which vessel is second before departure from Hongkong. Suez and Valparaiso, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on the 2nd November, 1907.
Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further Particulars, apply to **E. A. HEWETT, Superintendent.**
Hongkong, September 7, 1907. 1450

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